

A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S CELEBRATED

BLND

VERY OLD LIQUEUR SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age; very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended, and are of fine quality:—

A.—THORNE'S BLEND	Per Doz. \$12.00
B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' Whisky of great age	12.00
C.—ABERLOUGH, GLENLIVET	13.50
D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies	16.00

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

points out, Shanghai has honoured his memory by erecting a fine statue in a prominent position, but Hongkong, which really benefited even more by his labours, has not even commemorated the fact by conferring his name on a street or road. It is, of course, never too late to perform an act of justice or of grace, and we think that the Colony would only be doing its duty tardily by now erecting a statue to the memory of this dauntless and high-spirited diplomatist. In the conduct of his duty to his country Sir HARRY PARKES was always and equally undeterred by personal danger, the fear of official censure, or the hope of praise. In those days the resolute Consul or Minister was exposed to perils that our officials are strangers to in the present. Mr. PARKES was captured by the Chinese, and thrown into a filthy gaol, narrowly escaping with his life, during the Anglo-French War with China, and later, when Minister in Japan, nearly fell a victim to the assassin in the streets of Tokyo. During the whole of his eventful career Sir HARRY PARKES was continually striving to protect British interests, and it cannot be doubted that the stress of the contest told severely upon his somewhat delicate frame. He never allowed himself to grow weary in the strife, and was ever ready to stand up for the interests of his fellow countrymen. It is not fitting that such patriotic services, so freely rendered, should be allowed to slip from the attention or the knowledge of the coming generation. It is true that they are immortalised in the chronicles of British intercourse with the Far East, and form its brightest pages, but we should like every Briton who hands upon our shores to find this great founder of our fortunes here facing him in bronze or marble. In other words, a handsome statue of Sir HARRY PARKES should stand in a most conspicuous place, say in front of the chief landing place in Victoria or Kowloon. We believe there would be no difficulty whatever in collecting funds for the purpose, and if desired should be glad to open a subscription for the purpose.

With the kind permission of Captain Tudor and officers, the band of H.M. S. *Cressey* will play at the Ladies' Recreation Club at 3.30 p.m. to-day.

The A.D.C. will only give four performances of *His Excellency*, viz., on the 13th, 18th, 19th, and 20th inst. There will therefore be no performance on Ash Wednesday, the 17th inst., a matter about which a correspondent wrote to us recently.

Mrs. Mary Alice Symington, wife of Mr. James R. Symington, C.E., of Quarry Bay Shipyard works, died at the Victoria Hospital, the 4th inst. The funeral procession will pass the Monument this forenoon at 11.30 o'clock.

The jurors' list for 1964 is posted at the Supreme Court. It is noticeable that the name of a well-known gentleman who was delinquent in the matter of attendance at the last Sessions appears twice on the same list. What will happen if he is drawn for the jury in his duplicate capacity?

We understand that Capt. Dickon, the new Commodore, is expected by the next English mail. Mrs. Dickon accompanies her husband. Captain Barnes-Lawrence, who succeeds Commander Rumsey as harbour master, is expected by the P. & O. steamer *Jess*, due about three weeks hence. Captain Barnes-Lawrence is accompanied by his wife and daughter.

A question has been brought to our notice which is certainly one of public interest. A correspondent, of whose *bona-fides* we are perfectly sure, states that, when visiting a seriously sick friend at the Government Civil Hospital this week, he found his friend with a temperature of over 105 degrees, but during the 20 minutes he was there he could not find a nurse within call. Our correspondent says that surely in such a case there is need for a nurse, if not actually at hand, at least within calling distance. It was stated recently, if our memory serves us, that the Hospital has lost two nurses in the past year through resignation. It would be satisfactory to know whether the nursing staff is now adequate in numbers or not.

The following appointments have been made at the Admiralty:—Captains.—F. G. Kirby, to the *Leviathan*, to date Jan. 11; the Hon. W. G. Stopford, to the *Glory*, as Flag Captain to Vice-Admiral Sir G. Noel, undated. Commander.—R. W. Butcher, to the *Glory*, to date Jan. 7, and for special service on recommissioning. Lieutenants.—C. F. Metcalfe, to the *Kinsla* on recommissioning; F. J. B. Gibson and G. B. Alexander, to the *Waterwitch*; J. O. Barron, to the *Etiope*, additional; G. Bashford, to the *Amphitrite*; R. A. Wilson, to the *Talbot*; H. L. Shephard, to the *Clory*; A. D. Grant, to the *Cressey*; R. D. Foster-Forbes, to the *Tamar*, for the *Clory*, as secretary to Vice-Adm. Sir G. Noel, to date Jan. 15. Assistant Paymasters.—J. P. Ratcliff, G. B. Osborne, B. T. Johnson, and C. Prior, to the *Glory*, as secretary's clerks, to date Jan. 15.

We see that our Yokohama contemporary, the *Japan Mail*, says: Newspapers do an abundance of mischief. They are the most effective existing instruments for promoting international ill-will.

It is reported from South Africa that many mining houses confidently expect the introduction of Chinese labour by this month, and are already considering fresh schemes of development. There are no signs at this end of activity in the direction indicated.

H.M.S. *Diadem*, first-class cruiser, 11,000 tons, Captain F. St. G. Rich, arrived at Colombo from Australia on the 19th ult., and was expected to remain until the 25th ult., when she was to proceed home, unless orders to the contrary were received.

Two late China squadron vessels are mentioned in the most recent mail papers. H.M.S. *Goliath* was ordered to leave Chatham on the 7th January for Jarrow-on-Tyne to be refitted by Palmer's Shipbuilding Company. H.M.S. *Argonaut*, Capt. G. H. Cherry, arrived at Plymouth on the 3rd ult. and proceeded to Chatham to pay off on the 14th.

We may remind our readers that the concert advertised by Madame Casadott takes place at the City Hall this evening. The programme is one which should attract all lovers of music, for it promises a rare musical treat. Madame Casadott, who comes to the Colony with a high reputation as a pianoforte-player, will be assisted by Mrs. A. H. Ough (violinist), and by Mrs. A. G. Gordon, Miss Murray Bain, and Mr. G. H. Edwards, as well as by the Philharmonic orchestra.

A Berlin paper has a curious legend about Prince Adalbert of Prussia, who visited Hongkong lately, and is now serving on the *Herttha* on this station. The story is in the form of a telegram and is as follows:—A remarkable controversy has been excited by the conduct of the German Emperor's son, Prince Adalbert, during the voyage from Genoa to the Far East to join the German warship to which he has been appointed as sub-lieutenant. The Prince, who travelled by the German steamship *König Albert*, all the way out to China, carefully avoided the German passengers, and associated exclusively with Americans and English. It is stated that the Prince was polite to American ladies on board, while he ignored the fair Germans. The German passengers were greatly agitated by the Prince's lack of attention to them, and wrote protests to the newspapers here.

SIR F. TREVES EXPECTED AT HONGKONG.

Sir Frederick Treves is expected at Hongkong about the end of this month. He has retired after many years' hard work, and is now travelling for pleasure. Sir Frederick Treves, it will be remembered, was one of the distinguished surgeons who operated on the King at the time when His Majesty's illness caused such commotion and anxiety to the Empire. He was awarded K.C.V.O. and C.B., both in 1901. He has been Surgeon-General to the King since 1901. Included in his other titles are:—Knight of Grace of the Order of St. John of Jerusalem; Surgeon-in-ordinary to H.R.H. the Prince of Wales; and consulting surgeon to the London Hospital. He was born at Dorchester in 1853, and educated at the Merchant Taylors' School. He was a professor of anatomy and professor of pathology, Royal College of Surgeons, from 1881 to 1888; examiner in surgery at the Cambridge University 1891-96; consulting surgeon to the Forces in South Africa 1900; was with the Ladysmith relief column (medal and three clasps); and surgeon extraordinary to the late Queen 1900-1901. He is the author of numerous papers on anatomy and surgery, and the following books:—*Manual of Surgery*; *Manual of Operative Surgery*; *Treatises on Intestinal Obstruction, Peritonitis, and Perityphilitis*; *German-English Dictionary of Medical Terms*; and *Tales of a Field Hospital*, 1900. His favourite pastimes are boat-sailing and sea-fishing.

By kind permission of Major Radcliff and officers, the band of the 93rd Burma Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 p.m.:—

March:—*Marche des Toreros*.....Gardet Entr'acte:—*"Mimi"*.....Hamilton Clarke Selection:—*The Toreador*.....Ivan Caryll Dances from *Nell Gwyn*.....Edward German Selection:—*Mendelssohn's "Songs Without Words"*.....Waltz:—*"Valse des Fleurs"*.....Tchaikovsky Two-step:—*"Munblin Moss"*.....Thurman "God Save the King."

Menu: Hors d'Oeuvres Caviar and Egg Canapés. Soup. Potage Creme de Asperges. Fish. Salmon a la Maitre. Chicken a la Toulouse. Fillet of Beef a la Nelson. Mongolian Patties. Curry. Lamb. Roast Ribs of Beef and Horseradish. Roast Turkey and Sage. Boiled York Ham and Champagne Sauce. Cold. Roast Pheasant. Salad. Artichokes. Sweet. Pudding a la Royal. Lemon Water Ice and Finger Cakes. Apple Tart. Tipsey Cake. Dessert. Coffee. Fruit.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

THE NORTHERN CRISIS.

Kobe, 4th February, 10 p.m.

JAPANESE ORDERED FROM VLADIVOSTOCK.

The Japanese Commercial Agent at Vladivostock informs the Government that all Japanese have been ordered to leave Vladivostock, which is now under martial law.

RUSSIAN SQUADRON LEAVES PORT ARTHUR.

A Russian squadron has left Port Arthur. Its destination is unknown, but it is believed to be proceeding to Chemulpo.

REUTER'S SERVICE.

THE NORTHERN CRISIS.

LONDON, 3rd February.

It is announced in St. Petersburg that the Russian reply to Japan will be delivered on the 6th inst. The renewed postponement has caused great exasperation in Japan. Viscount Ito was summoned from his country seat during the night, and subsequently a seven hours' Council was held, at which the Premier, the Senior Statesmen, the Ministers of War and the Navy, and three Admirals were present. Great importance is attached to the meeting.

News from St. Petersburg says that the General Staff has authorised Admiral Alexieff to declare war and to open hostilities if circumstances indicate the necessity. An Imperial Manifesto proclaiming war is expected to follow sharply if Japan rejects the arrangement proposed in the Russian reply.

PROCEEDINGS IN PARLIAMENT.

LONDON, 3rd February.

The Lords have voted the address. The Marquis of Lansdowne, when asked whether Great Britain had offered her good offices in the Far East, said it was undesirable to offer offices unless it was known that they were desired; and it was an open secret that one of the disputants does not want mediation. In regard to Tibet, he promised to lay the papers on the table of the House; Lord Spencer would then learn the true origin of the mission, which was political, not military. The Marquis of Lansdowne said he did not conceal his sympathy with Mr. Chamberlain's aspirations to draw the parts of the Empire closer together, but the Government recognised the difficulties and only showed common prudence in declining to be rushed.

THE NORTHERN CRISIS.

In Naval circles in Hongkong it is reported that considerable activity has been evinced during the past few days. The *Ocean* and the *Vengeance* are both heavily provisioned with war rations and are expected to sail this morning, ostensibly for Mirs Bay, but more probably for the same destination for which the cruisers of the British squadron have already departed. The sloop *Vestal* is also ready for sea, with war provisions and munitions on board. To-morrow 50 Sherwood Foresters are due to sail by the s.s. *Dorcas*.

Among the arrivals by the *Seydlitz* yesterday morning was Major Baker-Brown, R.E., who only left Hongkong on the 21st ult. homeward bound on the *Dilwara*, his term of duty having expired. He has been recalled to duty—a fact which is significant.

According to Japanese papers, the *Nishin* and *Kasuga* were expected to arrive at Yokosuka on the 10th inst. Our contemporaries do not seem to have allowed much time for the distance between Singapore and Japan.

The N.C. Daily News publishes a special telegram dated Tokyo, 30th January, to the following effect:—The Russian reply is expected here in four or five days. The exchequer bonds to be floated immediately amount to a hundred million yen (£10,000,000) issued at 95, with 5 per cent. interest, repayable at par in five years, while various taxes are to be enhanced to the extent of fifty million yen.

Marquis Ito, Marquis Yamagata, Count Katsura, Baron Komura, and Vice-Admiral Baron Yamamoto had a prolonged conference to-day. Russian troops were reported gathering near Hainmintang on the 30th ult. Hainmintang is the most important place on the line which branches from the Shanhaikwan-Newchwang railway.

The drag market is reported very active in Japan owing to large purchases by the military authorities.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 5th at 11.55a. The barometer has risen over E. Japan, fallen in N. China. Pressure is high over the Yellow Sea, and gradients are slight on the China coast with decreasing monsoon in the Formosa Channel. Moderate gradients with fresh monsoon over the N. part of the China Sea. Forecast:—Moderate N.E. winds; fair.

FIRE IN BONHAM STRAND.

Hongkong was rudely alarmed by the clanging of the alarm bell shortly before 9 p.m. last evening. Fire had broken out at the premises of the Lee Wo Leung Hong, No. 72 Bonham Strand, where a machine business is carried on. The brigade, under Deputy-Superintendent of Police E. K. Hallifax, hurried to the scene, getting escapes and hoses with them. At the outset the conflagration was confined to the top floor; the flames ascending above the house and showing a bright reflection on the tops of houses around, while a cloud of sparks travelled westward before a moderate breeze. Commencing with one jet of water, the brigade gradually got others coupled to the various connections, directing the play through the top windows of the house. Fire eventually spread to the next house, No. 74, occupied as a dwelling house for the same long, No. 72 being a ginseng godown. Judging by the numerous forces hissing characterising the fire, there must also have been a number of Chinese New Year crackers in the house. "Joss piggin" as a Chinaman called it. After some time an escape was rigged up to the top verandah of No. 74, and three brigade men went up with hoses to direct the water. About the same time an escape was put up in Jervois Street, and a hose brought to play on the back of the house, over a Jervois Street house-top. With the roof of No. 72 gone, and both 72 and 74 pretty well gutted out, the fire was well under control at 10 o'clock. From the insurance agents watching the fire we gathered that the houses, etc., were insured with four firms:—Messrs. Siemens & Co., the Ping On, the Chun On, and the Tung On. Our informants estimated the total insurances as amounting to from 70 to 80,000 dollars.

FOOTBALL.

H.K.F.C. v. NAVY.

In this match yesterday the Club, winning the toss, decided to play with the wind. Gordon kicking off, play was kept in the Club half. Shortly afterwards Chard, of the Club, got a nasty knock, disabbling him, but he returned to play after a short rest. The Club made a bold rush up the field, and though Jordan, having secured the ball, was well collared when near home, he passed to Sclanders, who scored. Pearse failed to convert, though he made a good kick. Play was continued in the Navy half. The Navy securing the ball made a good rush to the line, but scoring was saved by Sclanders. A further rush made by the Navy was saved by being forced out of touch. At half time the score was:—Club, 3 points to nil. On play being resumed the Club pushed hard. Jordan secured the ball and passed well to Pearse, who tried a kick, but the wind carried the ball over the line; it was saved by Gordon touching down. Play then drifted to the Club half, and after some little play was carried to the Navy full, Corsar, who made a splendid run successfully dodging Club forward, but dropped the ball. Lewis (Navy) securing the ball was badly tackled by Pearse and both fell, injuring Lewis's left ankle, necessitating his being carried off the field. A touch down by de Voulle saved a try against the Club. Jordan secured the ball, and after passing to Pearse, who returned the ball, put on another try, which was neatly converted. Time being called, the Club had won by eight points to nil.

R.E. v. H.M.S. "CRESEY."

This Association Shield match was played on Happy Valley yesterday and resulted in a fine victory for the sailors. Soon after the start Townsend scored a beauty for the *Cressey*, and before many more minutes passed the same player rushed down again and scored a second goal. Three successive corners came to the *Cressey*, and from the third McCoy managed to test the R.E. goalkeeper with a swift shot. The *Cressey* kept up the attack showing fine combination. Shot after shot came from their forwards, McCoy scoring a fourth goal in excellent style. Before the interval Townsend headed a fifth goal from a centre by McCoy. The R.E. were quite out of the game. The wind was with them in the second half, and they kept out the sailors for a long period. Then the bombardment recommenced, and shots by Hill, Townsend, and Mills raised many a cheer. Mills scoring an off-side goal. Play was all in the R.E. half, and another goal soon came scored by McCoy. Before the whistle sounded the final the following had scored goals:—Hill (3), McDonald (1), Townsend (1), McCoy (1). The full score was:—*Cressey* 12; R.E. 0.

This afternoon on the Happy Valley the Hongkong Football Club will play the Sherwood Foresters. Kick-off at 4 p.m. The following will play for the Club:—

F. H. Kew, goal; H. C. Austen and V. F. Annett, backs; H. C. Gray, C. T. Kew, and J. W. C. O'Connor, halves; W. H. Williams, C. B. S. Cooper, E. Hancock, E. A. Whitmore, and H. A. Brent, forwards.

A contemporary romance of real life reached its final chapter in the death of the Rev. Shirley Baker at the close of last year. Originally a Wesleyan missionary in the Tongan Archipelago, he acquired such an extraordinary ascendancy over the late King George (a patriarchal potentate who remembered the visit of Captain Cook in his boyhood) that he eventually became not only the Prime Minister, but the Pooh-Poh of the group, concentrating every office of importance in his own person. The Australian Wesleyan Conference, to which he owed spiritual allegiance, came into sharp conflict with him. He decried the expulsion of Wesleyanism, and founded a new State religion of his own. His determined persecution of the natives who refused to join his new body led to the intervention of the late Sir John Thurston, then British High Commissioner for the Pacific. Mr. Baker was escorted on board a British man-of-war, and sailed to New Zealand. He returned to the group a couple of years ago, claiming to be a Church of England clergyman, but all his efforts to regain his old power were unavailing.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-seventh report of the court of directors to the ordinary half-yearly general meeting of Shareholders to be held at the City Hall, Hongkong, on Saturday, the 20th February, at noon.

Gentlemen,—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 31st December, 1963.

The net profits for that period, including \$1,435,683.17, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,771,886.08.

The directors recommend the transfer of \$500,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$8,500,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$3,255,886.08, out of which the directors recommend the payment of a dividend of one penny and ten shillings sterling per share, which at 4/6 will absorb \$538,333.33, and abates of ten shillings sterling per share, which at 4/6 will absorb \$177,777.78.

The difference in exchange between 4/6, the rate at which the dividend and bonus are declared, and 1/8, the rate of the day, amounts to \$1,128,408.89.

The balance \$1,417,366.08 to be carried to new profit and loss account.

DIRECTORS.

Mr. A. J. Raymond has been elected chairman for the year 1964 and Mr. H. E. Tomkins Deputy Chairman.

The Honourable R. Shawan having resigned his seat on leaving the Colony, Mr. C. A. Tomes has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. E. Coets and the Honourable C. W. Dickson retire in rotation, but being eligible for re-election offer themselves accordingly.

AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood, the latter acting for Honourable C. S. Sharp who is a tenant from the Colony.

Honourable C. S. Sharp, who is shortly returning to the Colony, and Mr. W. Hutton Potts offer themselves for re-election.

THE ACCOUNTS AS FOLLOWS:—

ABSTRACT OF ASSETS AND LIABILITIES.

31st December, 1963.

Fixed capital	10,000,000.00
Reserve fund	10,000,000.00
Silver reserve fund	8,500,000.00
Marine Insurance account	250,000.00
Unclaimed dividends	10,000.00
Unclaimed interest	10,000.00
Unclaimed dividends	10,000.00
Unclaimed interest	10,000.00
Unclaimed dividends	10,000.00
Unclaimed interest	10,000.00

Current accounts:—

Silver \$74,787,644.85

Gold \$1,068,907.34 = \$2,331,437.69

Fixed deposits \$16,121,565.85

Silver \$4,591,925.54 = \$9,383,851.08

103,508,381.99

Liabilities payable (including drafts on London bankers call loans and short sight drawings on London office against bills received and bills shipped) 20,882,914.55 |

Profit and loss account 3,771,886.08 |

Liability on bills of exchange re-discounted, 46,610,833.74, of which up to this date \$4,321,003 have run off.

207,791,759.36

Cash \$38,365,269.91 |

Coin lodged with the Hongkong Government against note circulation in excess of \$10,000,000 8,500,000.00 |

Bullion in hand and in transit 7,824,187.16 |

Indian Government rupee paper 1,817,911.12 |

Consols, colonial and other securities 8,784,477.89 |

Sterling reserve fund investments, viz.:—

250,000 2 1/2 per cent. Consols at 85 \$484,500 |

(of which £250,000 lodged with the Bank of England as a Special London reserve)

225,000 4 1/2 per cent. National War Loan at 91 229,500 |

225,000 other sterling securities written down to 936,000 |

21,000,000.00

Bills discounted, loans and credits 89,900,177.72 |

Bills receivable 101,142,839.03 |

Bank premises 1,355,878.38 |

\$207,791,759.36

GENERAL PROFIT AND LOSS ACCOUNT.

31st December, 1963.

Dr. To amount written off:—

Remuneration to Directors 15,000.00 |

To dividend account:—

\$1 10s. per share on 80,000 shares \$1,200,000.00 |

\$120,000 at 4s. 6d. \$538,333.33 |

Bonus of 10s. per share on 80,000 shares \$80,000.00 |

\$80,000 at 4s. 6d. \$370,000.00 |

To dividend adjustment account:—

Difference in exchange between 4s. 6d. the rate at which the dividend and bonus are declared, and 1s. 8d. the rate of the day 1,128,408.89 |

To transfer to silver reserve fund 500,000.00 |

To balance forward to next half-year 1,417,366.08 |

\$3,771,886.08

By balance of undivided profits, 30th June 1963 1,435,683.17 |

By amount of net profits for the six months ending 31st December, 1963, after making provision for bad and doubtful accounts, deducting interest paid and due 2,336,202.91 |

3,771,886.08

STERLING RESERVE FUND.

To balance \$10,000,000.00 |

By balance 30th June 1963 6,000,000.00 |

(Invested in sterling securities) 10,000,000.00 |

To balance \$6,000,000.00 |

By balance 30th June 1963 6,000,000.00 |

By transfer from profit and loss account 500,000.00 |

\$8,500,000.00

\$8,500,000.0

SPORTING NOTES.

The H.K.C.C. to-day meet the Navy on the Cricket Ground, the commencement of the game being fixed for 11.30 a.m. The Club has the assistance of three military players, but does not look very strong in bowling. It is to be noted that only four of the recent Interport team are playing. As the Navy has a good number of vessels to draw upon I should not be very surprised to see the Club "caught napping," but still its batting talent is great, and perhaps may pull it through. The last Club v. Navy match was played on New Year's Day and the next day, when the Club won by an innings and 50 runs. The Club had a better team on that occasion, and the Navy XI, to say the least, unrepresentative; in fact, that XI was challenged by another naval team, but the game unfortunately never came off. To-day's naval team appears to be considerably better than that with which R. Hancock and Wm. Dixon wrought such havoc six weeks ago; but the list is not public yet.

Two League matches are fixed for to-day—Civil Service C.C. v. Hongkong C.C. Reserves and Craigengower C.C. v. Parades. If the Civil Service C.C. win their match they should make fairly sure of second place at least, but the Club Reserves are improving, and a win to-day is not out of the question. The record of 3 victories to their credit might almost encourage them to keep a score-book, which they have not at present. The following is the table for the competition:—

	P.	W.	L.	D.	P.
A.O.C.	11	10	1	0	30
Civil Service	9	7	1	1	22
Craigengower	10	5	3	2	17
R.E.	9	5	4	0	15
H.K.C.C. "A"	9	3	6	0	9
H.M.S. Tamar	7	2	5	0	6
R.A.M.C.	8	1	7	1	4
Parades	8	1	7	0	3

The Association football match to-day between the H.K.F.C. and the Sherwood Foresters should be interesting as providing a line whereby to arrive at an estimation of the Foresters' capacities, hitherto not really tested this season. Their Shield tie v. the Rovers was farcical, and friendly games played by them are no index of their strength. It seems, however, that it will be unsafe to reckon on the military and naval teams entered for the Shield this season, as service movements may upset all calculations. The Sherwood Foresters, for instance, lose some of their men by the departure on the *Borneo* to-day of a draft for the North. Should they win their second tie, on the other hand, v. the *Greys*, who yesterday made an awful exhibition of the Royal Engineers, they may be reinforced from home before the third round finishes. As for the naval teams, much may depend on how the Shield committee decide about the unfinished in the specified time owing to the absence of ships from the Harbour.

Two very interesting hockey games have been played this week, the *Vengeance* on Thursday defeating the 114th Mahattas in the first round by 2-0, and the *Albion* beating the Club in the second round yesterday by 1-0, both having byes in the first round. The *Vengeance* has now to meet the 93rd Burma's second team in the second round, the time for completion of which ends on the 22nd inst.

Training on the Race Course has been somewhat interfered with by the two wet days. The most notable incident of the week has been the utter banishment of *Narves* from Derby favouritism after he stopped dead and threw his rider on Thursday morning. With the huge number of entries—beating all previous Hongkong records—the principal events seem more than usually open this year.

The eighth club race towards this season's championship of the Royal Hongkong Yacht Club will be sailed to-day and to-morrow—championship-club-to-day, others to-morrow. I understand that Sir F. Treves, who is shortly to visit Hongkong, is a keen yachtsman; I do not know whether it is contemplated, among his entertainments at Hongkong, to take him for a sail in the Harbour.

The M.C.C. team in Australia yesterday started the return match with Victoria. On the 12th the return with New South Wales begins, and on the 26th the fourth test match, at Sydney. The remaining fixtures of the tour are the fifth test match, at Melbourne, on the 4th March; and the return game with South Australia, on the 12th March.

How Rugby football has grown in France may be gathered from the fact that the Rugby section of the Racing Club de France is this season engaged in three cup competitions—i.e., for the Williams Cup, the Olympic Cup, and the championship of France. The Racing Club, which, by the way, was founded as long ago as 1883, and has consequently come of age this year, has for its opponents this season among French clubs in friendly matches—Tours, Bordeaux, Toulouse, and Lyons, and in the cup competitions the Sporting Club and the Stade Francaise. It has already made a good start this season for the Williams Cup with a victory over its great rival, the Stade Francaise by 20 points to 6.

OMPAK.

The following delightful bit of baboo English, written by a Bengali clerk, appears in an Indian paper:—"Honourable sir,—Kindly excuse this poor servant from attending on your honor's office this day as I am suffering from the well-known disease commonly called ache of the interior economy, and I shall ever pray,—Your ever faithful, RAM CHANDUR, P.S.—Oh death, where is thy sting?"

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 4th February.
PRIESTS AND PLACARDS.
Last night another inflammatory placard was posted up—to be torn down by the police this morning. This placard was a facsimile of that found in Canal Road last week. Some light seems now to be thrown on the subject, thanks to the investigations of the Government spies who are on the *qui-vive* at present. The culprits appear to be priests, who are seeking to win the ear of the coolie class, which cannot be approached in any other way. What grievance these priests have against foreigners it is hard to conceive—one would imagine that they derive considerable profit from the globe-trotter element, which contributes large sums towards the income of the "show" temples. However, the story may not be true. If any fears existed among foreigners on Shumoen, they were surely allayed by the arrival of H.M.S. *Alacrity*, which is at present in port. To-day is the day fixed by the placard-posters for the rising, but all is quiet.

FIRE.
Fires have been very frequent during the past few days. On Tuesday of last week there was a fire at the western end of Honam Island, followed by another on Thursday to the east. The latter burnt almost to the water's edge. On Sunday, Monday, and Tuesday nights in this week the steam-whistle on the fire-boat in the river announced fires. The only one of any importance was that on Sunday, it burnt out a score of large shops in the Thirteenth Ward and was not got under for two hours.

RAILWAY ITEMS.
Mr. Burns, the chief of the engineering staff of the Railway, left Canton on Monday for the United States. During his stay in Canton he made himself very popular with all with whom he came in contact. He did excellent work in pushing on the Fatahan branch, and it is largely owing to his business capabilities and powers of organising that so much has been already done. In connection with the Railway, it may not be generally known that a survey was completed—some time ago—of the country between Canton and Whampoa. This will make the news that the construction of the Kowloon-Canton railway has at last definitely been decided upon welcome to Britishers. The influence of Hongkong as a centre for the Liang Kwang trade would not be enhanced by a Canton-Whampoa line.

NOTES FROM THE BOTANIC GARDENS.

Many of the magnolias are very showy plants when in flower, and some of these would be also well worth growing for their foliage alone. A specimen of *Magnolia conspicua* may now be seen in flower on the bank below the large rock in the new garden. This is a deciduous species, and is now without leaves; but that the name is an appropriate one which is not always the case, everyone who knows the plant must admit. The flowers are produced in great numbers, creamy white in colour, and between five and six inches across. This species makes a large bush in Hongkong, and has been in cultivation in England for more than a hundred years. It is a native of China and Japan.

Douglasvillea is a small genus of very ornamental plants, natives of South America. Just now *Douglasvillea spectabilis* is coming into flower on a bank on the west side of the Garden Road. The most conspicuous part of these plants is their bracts, that surround the flowers, which are of different shades of purple. There are two varieties in the garden, and both of them may be seen growing in close proximity. The flowers are yellow in colour, but they are small and almost hidden by the highly-coloured bracts. The plant belongs to the family *Nyctaginaceae*, and was introduced into England in 1829.

Bignonia venusta, mentioned a fortnight ago, is now at its best in the gardens.

HOCKEY.

H.K.C.C. v. H.M.S. "ALBION."
This game yesterday in the second round of the Hockey Cup (both teams having drawn byes in the first round) ended in a win for the *Albion* by 1-0. Play was advertised to start at 4.15, but it was after 4.35 when a commencement was really made, and then the Club captain put in a substitute at half-back, Kayvett not having turned up. He arrived a few minutes after the start, unfortunately too late. His place was occupied by Dr. Horley, of the *Waterwitch*, which ship thus supplied five members of the Club team. The game was less than 5 minutes old when a hot shot by Dowling went into the *Albion's* goal, but it had broken through the side-net end, so of course did not score. Play inclined in favour of the civilians all through the first half, but their forwards were ineffective in front of goal, and missed their chances. Woodhouse had a fine chance once, but stumbled and shot wide. Half-time arrived with the score nil all. Soon after the restart the *Albion* broke away and scored what proved the only goal of the match, with a rather soft shot. The Club, as in the previous half, did most of the pressing, but could not get on the finishing touch, and so suffered defeat by the margin of a goal. Hooper played as good a forward game as anyone on the field, and Murphy and Woodman were best in defence for the Club. The *Albion* forwards were smart and fast, but the balance of play was certainly in the Club's favour.

CRICKET.

The following will play for the H.K.C.C. against the Navy, commencing at 11.30 a.m. to-day:—
Capt. Davies, A.O.C., J. T. Dixon, Lieut. Doran, A.S.C., H. Hancock, Lieut. P. M. Hoath, 110th Mahattas L.I., A. Mackenzie, R. Ponsonby, T. Sercombe Smith, W. C. D. Turner, A. G. Ward, and A. N. Other.

A League fixture between the Civil Service C.C. and the H.K.C.C. Reserves will be played on the Civil Service ground at 2.15 p.m. sharp to-day. The following will be the teams:—
Civil Service C.C.—Hon. Dr. Atkinson, G. A. Woodcock, H. T. Jackson, A. G. M. Fletcher, P. T. Lumble, L. E. Brett, J. Donovan, W. H. Woolley, J. Lander, R. Witcomb, and F. T. Robins.
H.K.C.C. Reserves.—C. P. Chatter, G. Grimble, T. C. Gray, P. W. Goldring (capt.), Rev. C. H. Hickling, J. Hooper, G. P. Lammer, F. Lammer, D. Piper, N. H. Rutherford, and P. R. Wolff.

The match *Parade C.C. v. Craigengower C.C.* will be played on the ground of the former club in the League to-day, commencing at 2 p.m. The following will play for the *Craigengower C.C.*—L. E. Lammer, J. D. Kinnaird, A. O. Brawn, R. Bass, M. E. Asger, E. Ford, J. Craik, J. P. Jordan, L. A. Ross, R. Pestonji, and J. L. Stuart.

To-day on the *Craigengower* ground a team from the *Craigengower C.C.* will play the *Lusitano C.C.*

POLICE COURT.

Friday, 5th February.

BEFORE MR. T. SERCOMBS SMITH (POLICE MAGISTRATE).

EMBEZZLEMENT.
Paul Rosch, a German, was prosecuted at the instance of A. Hanart, on behalf of the Anonyma Tobacco Company of Manila, for embezzlement of the sum of \$261, being the result of certain sales of cigars made by the defendant, as representative of the Anonyma Tobacco Company, in Canton, during the month of December, 1903, and January, 1904.

Evidence for the prosecution went to show that the defendant was entrusted with a quantity of cigars to sell in Canton for the complainant company. The cigars were valued at \$380. Of these cigars the defendant was authorised to use a certain number as samples for prospective purchasers. He was also entitled to deduct 20 per cent. and certain expenses by way of remuneration. This left a balance due by defendant to the company of \$281, the amount he was charged with embezzling.

In the middle of January Mr. Nolté, proprietor of the Anonyma Tobacco Company, then in Manila, received a letter from defendant stating that he had sold the cigars, and been paid for them, but that it had been stolen from him while watching a *fan-tan* game. The matter was allowed to drop, the complainant looking upon it as simply a misfortune and desired defendant to exercise more care in dealing with money belonging to the company. Subsequently the complainant received information that the defendant, at about the time he had said the money was stolen, sent a remittance of nearly the whole amount to Singapore. The complainant company knew that at that time defendant had no money of his own, as he was advanced merely sufficient for his current expenses, and had no other resources. Mr. Hanart, on behalf of the complainant company, corroborated the above, and testified that on receiving news of the defendant's having made that remittance he asked him for an explanation, when defendant denied having made any remittance, and repeated the story of the theft. Defendant told witness that a friend knew of the theft and would prove it for him, but when that friend was seen by witness he entirely denied all knowledge of the theft, saying he did not believe it, and adding that defendant had asked him to corroborate his story, though he knew that his friend knew absolutely nothing about it. The defendant had then returned to Hongkong, and on account of certain information he received regarding the doings of defendant in Hongkong, he caused his arrest on the charge of embezzlement. His Worship, after hearing further evidence to the same effect, said that it was a case that must go before a jury, and committed the defendant to take his trial at the next Criminal Sessions. Defendant reserved his defence, and asked to be allowed to communicate with the German Consul. He was referred to the gaoler concerning that matter.

JAPANESE CURRENCY IN CHINA.
An occasional correspondent writes to the *Kobe Chronicle*:—
Shortly after returning from China on the outbreak of war in 1894 I had occasion to call at a certain Japanese bank, where I found several cases of *sycee* silver, commonly called "horsehoe" silver, the currency of China. Upon enquiring I was informed that the silver was intended for the payment by the Army then in China for *coolie* hire and other expenses. I knew from experience that our silver was beginning to be accepted as supplementary to the Mexican dollar in China, and had a prospect of superseding the latter, and I thought the idea of our importing "sycee" at great expense and trouble through foreign banks in China a quite unnecessary measure. I at once wrote to the then Governor of the Bank of Japan, Baron Kawada, and explained the growing popularity of *sycee* in China, stating that there would be no difficulty in the Army tendering our money, we being in a position to force acceptance if necessary. It was a great satisfaction to me to observe shortly afterwards that the importation of *sycee* silver was discontinued. Japan being now a "gold country" it will be interesting to know how the Government will deal with the matter referred to above in the event of our armies reaching North China. There will, however, be no difficulty in using our 50, 20, 10 and 5-*sen* pieces in that territory.

LATE TELEGRAM.

[VIA Ceylon.]

THE TIBETAN QUESTION.

Calcutta, 16th January.
General Macdonald reports from Phari, on January 11th, that he has returned there, having left the Mission with all available supplies, entrenched at Thana in a strong position within a walled enclosure. The following composed the escort, under Colonel Hogue:—4 Companies of the 23rd Pioneers, a 7-pounder gun, the machine-gun section of the Norfolk Regiment, 20 Madras Sappers, and medical supply detachments. Strong winds and the severe cold tried the men and the animals, but there were no casualties. Tibetan villagers had attacked Lieut. Grant, pelting him with stones. They also carried off his rifle. The affair is under investigation by the Political Agent.

18th January.
Phari Fort, which was supposed to be impregnable, has surrendered to the Mission. The Fort was found to be full of old chain armour, helmets, swords, spears, and gunpowder. The litter was destroyed. The people are friendly.

19th January.
Daring reports state that 3,400 Tibetans are said to have collected forty miles beyond Phari, and that hostilities are not impossible in the near future. The weather continues fine. Despite fifty to fifty degrees of frost the troops are keeping very fit.

22nd January.
Latest advice from the Thibet Mission state that the officers who visited the big Tibetan Camp at Guru report that it is excellently planned with tents of European manufacture. About one thousand additional Tibetans have arrived at Guru.

January 26th.
General Macdonald and staff, and the Mountain Battery, who returned to Chumbi yesterday, bring the news that Colonel Younghusband and two officers had visited the Tibetan Camp at Guru, where they were insolently received. The Mission is securely entrenched and has ample supplies. Up to the present there has been no overt act of hostilities on the part of the Tibetans.

Intimations have reached the Foreign Office here that Colonel Younghusband paid, on invitation, an informal visit to the Court of the Tibetan Delegates, camped, with a large number of armed Tibetans, beyond Tana. The result of the visit will not be made public for some time. It is not known whether the Delegates are properly accredited agents of the Lhasa authorities. It is assumed that the Lamas have awakened to the occasion, and the arrival of the Delegates may lead to important conclusions. In the meantime General Macdonald is taking the necessary military precautions. Cautionary orders were issued to the troops yesterday.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 5th February, 1904:—A comparatively fair business has been transacted since the date of our last report, chiefly in shipping stocks, which with the exception of Hongkong, Canton, and Macao, have all appreciated in value in consequence of the withdrawal of many Japanese steamers from various lines to meet the requirements of transport by the Government, and, in view of the increasing unsettled state of Russo-Japanese relations, for other reasons political and economical. The general tone of the market, with the above exception, has been weaker, and only a decreasingly small investing business has to be reported.

BANKS.—Hongkong and Shanghai remain unchanged and without business at the nominal rate of 244; London rate also unchanged at 262. Nationals are quoted at 333 buyers or the dividend of 3/8 per share paid in the 1st inst. MARINE INSURANCES.—With the exception of North China, which are now quoted at 1/6, 67 buyers, we have no changes or business to report under this heading.

FINANCIAL.—Hongkongers are enquired for at \$305 without bringing shares into the market. China Press remains unchanged with small sales at \$92.

SHIPPING.—Hongkong, Canton, and Macao were placed in the early part of the week at \$13 and later at \$30, market closing with sellers at the former rate. Indos have steadily improved during the week with sales at and between \$74 and \$79, closing with probable buyers at \$79 and sellers at \$79. On time a fair number of shares have changed hands at from \$79 to \$83 for July. China Manilla has improved to \$204 after sales at \$19 and \$20. Douglas's, with an unsatisfied demand at \$31, gradually improved to \$34, at which latter rate shares can now be placed. Star Fisheries unchanged and without business. Shell Transport have slightly improved, and sales have been effected at 20s. 6d. market closing with probable buyers at 21s. REFINERIES.—China Sugars, after small sales at \$104, are in a small demand at \$105. Luzons unchanged and without business. MINING.—We have no business or changes to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong & Whampoa Docks have ruled very quiet with sellers at \$229, and at time of closing at \$208. Kowloon Wharves have had buyers at \$208, and also in demand at that rate. New Amoy Docks unchanged and without business. Farman has small local sales at 1/12 1/2. LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue dull and neglected at \$150 sellers. West Point has reached to \$55 without sales. Hongkong Hotels have been placed at \$146, and more shares are probably procurable at that rate. Humphreys have found further buyers at \$112. Shanghai Lands have advanced in the north to 1/12.

COTTON MILLS.—No changes or business to report.

MISCELLANEOUS.—Green Islands, after further small sales at \$35, remain on offer at that rate. China Borneo are enquired for at \$84 and Watkins at \$74. Fenwicks have improved to \$51 with buyers. Watsons and Powells have found small buyers at quotations, the latter closing with further buyers at \$9.75. MEXICO.—Hongkong Rope Company Limited ordinary yearly meeting on 6th inst. Hongkong, Canton, and Macao Steam Boat Co., Ltd., half-yearly ordinary meeting on 6th inst. "Empire's Estate and Finance Co., Limited," half-yearly meeting on 10th February. "Transfer books closed from 3rd to 19th inst. Hongkong Tea Co., Ltd., ordinary annual meeting on 10th February. Transfer books closed to 10th inst. Hongkong and Shanghai Banking Corporation ordinary half-yearly meeting on 20th inst. Transfer books closed from 6th to 20th inst. Hongkong and Whampoa Dock Company, Limited, ordinary half-yearly meeting on 22nd February. Transfer books closed from 8th to 22nd inst.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Roman Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us. Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS.

174, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

SHIPPING NOTES.

WEATHER OUTSIDE.

Moderate to fresh N.E. monsoon; wet and cloudy to the north-east.

A DEERLICK.

Captain J. Pathe, of the s.s. *Volga*, reports having passed what appeared to be junk's mast floating upright as if attached to some heavy body, at 8 a.m. on the 31st ult.; Lat. 11d. 17m. north, Lon. 110d. 37m. east.

RICE.

Messrs. Gibb Livingston & Co. received between four and five thousand tons of Rangoon rice by the s.s. *Benbow* yesterday. Messrs. Bradly & Co. received upward of two thousand tons of Rangoon rice by the s.s. *Scotman*.

THE "PAUL DEAU."

The new French river steamer *Paul Deau*, Capt. Prangeau, arrived at Canton yesterday morning, having completed her maiden voyage from Hongkong.

THE GERMAN MAIL.

The N.D.L. s.s. *Seydlitz* arrived from Bremen yesterday with 126 bags of mail for Hongkong.

COASTERS.

The s.s. *Hai Ching* arrived from Kwong-chawan yesterday with general cargo consigned to Messrs. Chee Wo. The Douglas steamer *Hailong* and *Haitan* arrived from Swatow on the 4th and 5th respectively. The Portuguese s.s. *Macau* (a freighter, not the gunboat) brought a small quantity of general from Kwongchawan and Macao for the China Engineering & Mining Co. The China Merchants s.s. *Kwang Tai* arrived from Shanghai yesterday with a full cargo of general for Hongkong and Canton. The *Osaka* Shosen Kaisha s.s. *Maidura-maru* arrived from Amoy, via Amoy and Swatow, yesterday with general.

CHINESE SEAMEN IN TROUBLE.

At Cardiff last month thirty Chinese seamen charged the captain of the Bedouin Line steamship *Catiph* with giving them a short allowance of food during the voyage from Singapore to Hull. After the Oriental method, they took the oath by breaking coconuts, in token of the way their souls would be broken if they failed to tell the truth. The ship's magistrates, however, came to the conclusion that they did not tell the truth, and they were escorted back to their ship. The *Catiph* had on board a cargo of coal for Russian use in the Far East. Half the crew broke into revolt and threatened to chop off the heads of those willing to go to sea. As they went about brandishing knives and hatchets, the ship's officers and the police armed themselves with revolvers. In the end fifteen of the mutinous foreigners were marched off to the police station, and yesterday they were sent to prison for fourteen days each.

COAL.

While Japan has been importing tremendous supplies of coal for her navy from England and Australia, she has been exporting soft coal as fast as ships were available to carry it away. The P. & O. cargo steamer *Pekin* is now on her way from Moji to Singapore with a quantity of the fuel, intended for the use of P. & O. steamers in the Far East. The s.s. *Volga* arrived from Barry Dock, South Wales, with 6,353 tons of coal, down on the report as being for Hongkong. There is nothing to prevent this coal of course, from being sent north. Messrs. Dodwell & Co. are agents of the *Volga*. Messrs. Dodwell & Co. yesterday also received a heavy cargo of coal (3,675 tons) from Moji by the s.s. *Honolulu*. Messrs. Sander, Wisler & Co. yesterday received 2,300 tons of coal from Kutchinatu by the s.s. *Hana*.

STEAMER MOVEMENTS.

The O.S.S. steamer *Tyden* should leave Pacific Coast for this port via Japan on the 18th inst.

The N.P. steamer *Tacoma* has arrived at Yokohama and sails thence on the 5th inst.

The O.S.S. steamer *Nester* left Shanghai on the 4th inst., and is due here to-day, n.m.

The steamer *Oro* arrived at New York on the 1st inst.

The C.P.R. steamer *Athenian* arrived at Kobe at 8 a.m. on the 4th inst., and left again at 9 p.m. same day for Yokohama, where she is due to arrive at 5 a.m. on the 6th inst.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.
7th February; Seragessina Sunday.
Holy Communion (7.30 a.m.).

Matins (11 a.m.).
Responses, *Tallis*; Venite, *Elvey*; Psalms, "Langdon's Collection"; Hymns and Trants; Te Deum, Calkin in D; Benedicite, Sooper in D; Anthem, "Thine, O Lord, is the greatness," Kent.

Holy Communion (12 noon).
Kyrie, Jackson in E; Hymns, 172 and 186.
Evangelion (5.45 p.m.).

Responses, *Tallis*; Psalms, *Haverall*; Magnificat, *Turle* in F; Nunc Dimittis, *Weekes* in E; Hymns, 282, 283, and 193; Vesper Hymn, Ward (No. 1).

S. PETER'S CHURCH.
Queen's Road West.
Matins (11 a.m.).

Venite, Jones; Te Deum, Woodward; Benedicite, Troutbeck; Hymns, 172, 186, 524, and 404.

Holy Communion, 12.15.
Evangelion (6.30 p.m.).

Magnificat, Goss; Nunc Dimittis, Crotch; Hymns, 253, 189, 523, and 204.

The Church, *lunch* *Day* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 8 p.m. (Kowloon Police Pier 10.30 and 8 p.m. returning afterwards. The Answering Penman is the call flag. All the fittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10-10.45 a.m.

GOSPEL HALL.
Arenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday: Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m. Tuesday—Soldiers' and Sailors' Bible Class 6 p.m. Thursday—General Bible Class, 6 p.m. Saturday—Prayer Meeting, 6 p.m.

TRADE MARK



TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

* \$25.00 PER DOZEN.

** \$31.00 PER DOZEN.

V. S. O. P. \$51.00 PER DOZEN.

V. V. S. O. P. \$83.00 PER DOZEN.

Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [41]

BABIES ON FIRE

With Itching, Burning, Scaly Humours

Find Instant Relief and Speedy Cure

In Cuticura Soap and Cuticura Ointment

When All Other Remedies and the Best Physicians Fail.

Instant relief and refreshing sleep for skin-tormented babies, and rest for tired, fretted mothers, in warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment, the great skin cure, and purest of emollients, to be followed in severe cases by m. doses of Cuticura Resolvent. This is the purest, sweetest, and most speedy, permanent and economical treatment for torturing, disgusting, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, eczemas, rashes and irritations, with loss of hair, of infants and children, as well as adults, and is sure to wash away all other remedies and physicians fail.

Millions of the world's best people now use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, as well as for all the purposes of the toilet, bath and nursery. Thousands of women recommend Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, for annoying irritations, chafings and washes, or too free or offensive perspiration, for ulcerative conditions, and for many sensitive, antiseptic purposes which readily suggest themselves.

Cuticura Resolvent, liquid and in the form of Chocolate Cuticura Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Depot London, 7, Chancery Lane; Paris, 1, Rue de la Paix; Australia, 1, Queen's Road; Hongkong, 12, Queen's Road Central. *For Sale by* "Cuticura Skin Book."

[31-12]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telephone Address: P. O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BY a Young Man of certain experience, situation in a Mercantile Office or Bank. Apply by letter to—

"D. P. M."

Care of Daily Press Office. Hongkong, 6th February, 1904. [43]

WANTED.

A GOOD CHINESE SALESMAN. Must be able to speak and write English well. Good references required. Apply to—

"A. B. C."

Care of Daily Press Office. Hongkong, 6th February, 1904. [44]

TO LET.

"QUARNDON" SEVEN-ROOMED HOUSE Victoria Gap, Peak. Furnished or Unfurnished. Apply—

A. B.

Care of Leigh and Orange. Hongkong, 6th February, 1904. [45]

JURY LIST 1904.

NOTICE IS HEREBY GIVEN that Pursuant to the Provisions of the Jury Consolidation Ordinance, 1887, I have this day caused to be posted, at the chief entrance to the Court House, a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until THURSDAY, 18th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH,

Acting Registrar.

Supreme Court House, Hongkong, 6th February, 1904. [446]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ," of the NORDEUTSCHER LLOYD, Captain Dörsner, will leave for the above ports TO-DAY, the 6th inst., at 7 a.m.

For further particulars, apply to MELCHERS & CO., Agents.

Hongkong, 5th February, 1904. [5]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Rosch, will be despatched for the above ports TO-MORROW, the 7th inst., at Day-Light.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 5th February, 1904. [442]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ," of the NORDEUTSCHER LLOYD, having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optimal Cargo will be forwarded unless notice to the contrary be given before 11 a.m. TO-DAY, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th February, at 9.30 a.m.

All Claims must reach us before the 17th February, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 5th February, 1904. [5]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 5th February, 1904. [447]

TO LET.

TWO ROOMS, suitable for Office use, entrance from Ice House Street. Apply to—

SECRETARY

Masonic Hall, Hongkong, 6th February, 1904. [443]

NEW ADVERTISEMENT

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-DAY (SATURDAY), the 6th instant, will be for SPOONS, commencing at 2.30 p.m. Range: 200, 500 and 600 yards. Seven Shots and a Sighter at each Range.

M. S. NORTHCOTE, Hon. Secretary.

Hongkong, 6th February, 1904. [95]

INTIMATIONS

WANTED.

CHINESE CLERK, must be Good Penman and Quick at Figures.

Apply to THE SINGER MANUFACTURING CO. Hongkong, 5th February, 1904. [427]

WANTED LESSONS IN RUSSIAN.

GENTLEMAN desires to take LESSONS in RUSSIAN; slight previous knowledge. Address—

No. 567, Care of Daily Press Office. Hongkong, 5th February, 1904. [429]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Lai-Chi-Kok in a West by South direction at ranges from 1,800 to 3,000 yards at Barral Targets, commencing at 2.30 p.m. on TUESDAY, the 16th FEBRUARY, 1904, if the range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th February, 1904. [434]

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

FOREIGN ATTACHMENT.

Action No. 244 of 1904.

Between W. G. HUMPHREYS & CO., Plaintiffs,

and THE WING CHAN YING KEE FIRM, Defendants.

Supreme Court House, Hongkong, 6th February, 1904. [446]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ," of the NORDEUTSCHER LLOYD, Captain Dörsner, will leave for the above ports TO-DAY, the 6th inst., at 7 a.m.

For further particulars, apply to MELCHERS & CO., Agents.

Hongkong, 5th February, 1904. [5]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Rosch, will be despatched for the above ports TO-MORROW, the 7th inst., at Day-Light.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 5th February, 1904. [442]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ," of the NORDEUTSCHER LLOYD, having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optimal Cargo will be forwarded unless notice to the contrary be given before 11 a.m. TO-DAY, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th February, at 9.30 a.m.

All Claims must reach us before the 17th February, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 5th February, 1904. [5]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 5th February, 1904. [447]

TO LET.

TWO ROOMS, suitable for Office use, entrance from Ice House Street. Apply to—

SECRETARY

Masonic Hall, Hongkong, 6th February, 1904. [443]

ENTERTAINMENTS

A SMOKING CONCERT

will be given by THE VICTORIA RECREATION CLUB, TO-DAY (SATURDAY), the 6th FEBRUARY, 1904, at 9 p.m. Sharp, in the CLUB GYMNASIUM, Kowloon.

Admission—\$1.00

COME AND BRING YOUR FRIENDS.

Arrangements have been made with the Star Ferry Co. Ltd. to run a late Launch from Kowloon, at 12.15 a.m.

HAROLD C. AUSTEN, Acting Hon. Secretary.

Hongkong, 5th February, 1904. [432]

THEATRE ROYAL.

CITY HALL.

TO-DAY (SATURDAY), 6th FEBRUARY, 1904.

MADAME CANDOTTI'S CONCERT (Pianist pupil of Rubinstein).

Under the Patronage of H. E. the Officer Administering the Government and Mrs. MAY, Sir WILLIAM GOODMAN, Chief Justice, and Lady GOODMAN, Rear-Admiral and Mrs. ROBINSON.

Kindly assisted by the PHILHARMONIC ORCHESTRA, by a German Double Quartet, by Miss BAIN, by Mrs. A. G. GORDON, by Mrs. A. H. OUGH, and by Mr. G. H. EDWARDS.

Tickets for sale at the Robinson Piano Company.

Prices—\$3, 2, and 1.

To Commence at 9 p.m. Hongkong, 30th January, 1904. [290]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will give Four Performances of THE COMIC OPERA

"HIS EXCELLENCY,"

Written by W. S. GILBERT.

Music composed by Dr. OSWALD CARL.

on SATURDAY, 13th FEBRUARY.

on THURSDAY, 18th "

on FRIDAY, 19th "

on SATURDAY, 20th "

Commencing each Evening at 9 p.m., precisely.

Dress Circle ... \$3

Stalls ... 3

Pit Stalls ... 2

1st ... 1

No Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, FEBRUARY 8th, at 10 a.m.

Booking Office will be opened daily from that date from 10 a.m. to 4 p.m.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 6th February, 1904. [349]

NOTICE TO CONTRACTORS.

CITY OF MANILA.

OFFICE OF THE MUNICIPAL BOARD SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at this Office until 12 o'clock Noon, of the 1st day of June, 1904, for the construction of the superstructure for a lift bridge over the Biondo canal in the City of Manila, in accordance with plans on file at the Office of the City Engineer.

Bids will be received (1st) for the delivery and erection of the structure complete in every respect and ready for use; (2nd) for the delivery at the wharf in Manila, free from all encumbrances, of all the structural material and machinery of every sort, ready for the erection of the bridge complete.

Each bid shall be accompanied by (1st) a check showing the maximum live and dead load stresses in each member together with the gross and net sections and the material of which each member is to be composed; (2nd) a certified check payable to the City of Manila in the sum of one thousand dollars (\$1,000) United States currency, or its equivalent, as a guarantee that the contractor will within ten (10) days from the awarding of the contract enter into contract with the City of Manila for the faithful performance of all the work above specified.

A bond of ten per cent. (10%) of the accepted bid will be required for the faithful performance and completion of the contract within a period of twelve (12) months from the date of signing the contract.

PRINTED FORMS FOR BIDS, plans and all necessary information may be obtained at the Office of the City Engineer, Manila, P.I., Engineering News Publishing Co., 220 Broadway, New York City, and the Bureau of Insular Affairs, Washington, D.C.

The right is reserved by the City of Manila to reject any or all bids and to waive any defects.

By Direction of the Board, JOHN M. TUTHER, Secretary.

Manila, P. I., January 21st, 1904. [361]

PRIZE COMPETITION.

THE BUILDING COMMITTEE of the CLUB CONCORDIA, Shanghai, hereby invite the resident Architects and those of Hongkong, Tientsin, Yokohama and Tsingtau, to compete for the prizes hereafter named in designing the plans of a new Club Building, to be erected on the corner-lot Bund and Jinkoo Road, Shanghai.

There will be 3 prizes allotted for the best design, viz. one of \$1500, one of \$750, and one of \$500.

The plans, which are to be marked by a cipher and the word "BAUWETBEWERB," are to be forwarded to the Secretary of the Club Concordia, Shanghai, not later than March 25th, 1904. At the same time the competitor has to forward a sealed envelope, containing his name, with the above cipher as address; this envelope will be opened after the prizes have been awarded.

The Building Committee reserve to themselves the right to carry out any or none of the plans awarded the prizes, or to make use of parts of them for the new Building.

The plan of the Building Lot, also the general Specification of details, are obtainable, free of charge, on application to: The Secretary of the Club Concordia, Shanghai; The Secretary of the Club Germania, Hongkong; The Secretary of the Club Concordia, Tientsin; The Secretary of the Club Germania, Yokohama; or the Manager of the Hotel Prinz Heinrich, Tsingtau.

Shanghai, 30th January, 1904. [438]

PUBLIC COMPANIES

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, THIS DAY (SATURDAY), 6th FEBRUARY, 1904, at 11 a.m. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 3rd FEBRUARY, to SATURDAY, the 6th FEBRUARY, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 6th February, 1904. [272]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIFTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, THIS DAY (SATURDAY), the 6th FEBRUARY, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 13th FEBRUARY, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 6th February, 1904. [268]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 35 & 40 Queen's Road Central, on WEDNESDAY, the 10th FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 13th FEBRUARY, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 27th January, 1904. [365]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers, Pedder's Street, at 12.30 p.m. on WEDNESDAY, 10th FEBRUARY, 1904, to receive a Statement of the Company's Accounts to 31st December, 1903, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th FEBRUARY, both days inclusive.

JARDINE MATHESON & CO., General Managers.

Hongkong, 19th January, 1904. [287]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1904. [386]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED on SATURDAY, the 6th to the 20th day of FEBRUARY, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 22nd January, 1904. [385]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Prince, on MONDAY, 22nd FEBRUARY, 1904, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd FEBRUARY, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st February, 1904. [399]

THE ROBINSON PIANO Co. (LIMITED)

JUST RECEIVED.
MAGNIFICENT PIANOS
BY
RACHALS
KRAUSS
STUART
BECHSTEIN
HOPKINSON
HAAKE

EACH THE
BEST IN
ITS CLASS.
VERY MODERATE PRICES
FOR CASH OR ON
CREDIT TERMS

ALSO
KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTTON'S
KOWLOON STORE, No. 38, Elgin Road.
Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518]
A LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE,
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [314]

A SAFE REMEDY
FOR ALL
SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure
state of the blood, from WHATEVER CAUSE ARISING,
you should test the value of Clarke's Blood Mixture,
the world-famous Blood Purifier and Restorer. This
medicine has 40 years' reputation, and is today more
popular than ever, the reason of this being undoubtedly
because this wonderful remedy does what it
promises to do—it CURES SKIN AND BLOOD DISEASES
PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER
EVER DISCOVERED.

It is warranted to cleanse the blood from all
impurities, from whatever cause arising. For
SCORFULA, SCURVY,
ECZEMA, BLOOD POISON,
ULCERS, SKIN AND BLOOD
DISEASES,
IT IS A SAFE AND PERMANENT REMEDY.

It is the only real specific for Gout and Rheumatic
Pains, for it removes the cause from the Blood and
Bones.

NOTE. This mixture is pleasant to the taste
and warranted free from anything
injurious to the most delicate constitution of either
sex, from infancy to old age, and the Proprietors
solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected
by it.

TRIED MANY THINGS WITHOUT BENEFIT
UNTIL I TOOK CLARKE'S BLOOD MIXTURE.
Mr. F. E. Lewis, 48 Bridge Street, Row, Chester,
writes:—“Just a line in favor of Clarke's Blood
Mixture. I had eczema for seven months, and tried
many things without benefit until I took your remedy.
After the eighth bottle I was quite well again.
Please accept this letter as a token of gratitude for
your wonderful 'Clarke's Blood Mixture.'”—June
13, 1903.

Sold by all Chemists and Patent Medicine Vendors
throughout the World.

ASK FOR...
CLARKE'S BLOOD MIXTURE
and beware of worthless imitations and substitutes.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING
“DAILY PRESS” OFFICE,
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1859.
Furniture Dealers, Silver-plated, China
Glass and Iron Wares.
17A, Queen's Road Central.

JEWELLERS
MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.
PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING
“DAILY PRESS” OFFICE
Proofs read by Englishmen.
STOREKEEPERS

BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Rahtjen's Genuine Com-
position Red Kaid Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipbuilders, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

BUDWEISER BEER
EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July 1903. [450]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.
On and after the 1st January, 1904, the
Passage Rates will be by Mail Steamers:—

First Saloon Second Saloon
To London £65 £44
To Marseilles £61 £42
To Brindisi £61

Return tickets are issued at a fare and a half
available for 2 years.

The proposed sailings are:—
Departure from Hongkong Connecting at Colombo
S.S. Malta February 13th S.S. Moldavia
S.S. Chusan February 27th S.S. Arcadia
S.S. Ballarat March 12th S.S. Australia
S.S. Coronand March 26th S.S. Oceania
S.S. Sinia April 9th S.S. Mongolia
S.S. Bengal April 23rd S.S. China
S.S. Malta May 7th S.S. Himalaya
S.S. Chusan May 21st S.S. Marmora
Good accommodation can be arranged on
booking, in the connecting steamers at Colombo,
which now include the new steamers Moldavia,
Mongolia and Marmora.

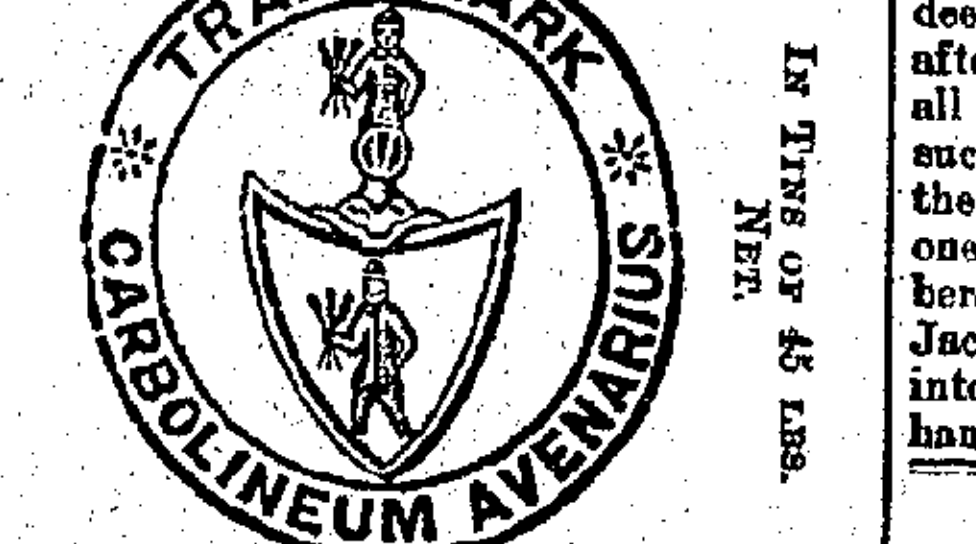
INTERMEDIATE STEAMERS.
The revised rates of passage by these steamers
are now: To London 1st Saloon £50, 2nd Saloon
£25.

Return tickets available for 2 years can now
be issued at a fare and a half.
Return tickets available for two years are
also issued home by intermediate and out by
Mail steamer or vice versa.
Rates on application.

When these steamers call at Marseilles,
tickets can be issued to that port at 245 First
Saloon £33 Second Saloon.

E. A. HEWETT,
Superintendent.
Hongkong, 11th January, 1903. [3240]

CARBOLINUM-AVENARIUS
USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.,
Sole Agents for China.
Hongkong 1st July, 1902. [2890]

FOR SALE.
MAP OF THE SIKIANG or WEST
RIVER

From HONGKONG to WUOHOW,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897.

[ALL RIGHTS RESERVED]

THE WOMAN ON THE DERELICT. BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nicola," "My Indian
Queen," &c., &c.)

CHAPTER V. (Continued).

Over the next ten minutes I will draw a
curtain. It is only necessary to state that we
took six pictures. This done, the sail-maker
and his mate, who could be trusted to hold their
tongues, came aboard, and I went to the work
of preparing the body for its burial in the deep.
It was highly essential that the men we had
chosen for this task should be trustworthy, for
Jack is proverbially superstitious, and had they
returned to the "Hulket" with a description
of what had happened on board, we should have
experienced considerable difficulty in obtaining
men to serve aboard her.

When all was ready, they carried their bur-
den down the main deck to the gangway fur-
thest from the side on which the "Hulket's"
boat was lying. We bared our heads and the
two men followed our example.
"God have mercy on his soul," said the cap-
tain solemnly.

"Amen," said I, and taking this as a
signal, the sail-maker and his mate slid the
body forward, and it went overboard to sink
with a sudden plunge into the still water along-
side.

"Thank goodness," I muttered to the cap-
tain, as we moved away. "I feel as if I can
breathe more freely now."

"I never want another business like it," he
replied.

We had only just finished the work in time
for, as we approached the cuddy, Jackson and
the steward made their appearance from it.
They were both begrimed with dust, while the
perspiration ran down their faces in streams.

From the list the steward had made it appeared
that there was an abundant supply of necessaries
for such a ship's company as we should be.
There was, however, no salt junk in the harness
cask, and, of course, nothing in the way of fresh
meat or poultry—of water, there was no stint.

"Can you let you have some fowls, and as
much junk as you like," said the skipper. "I
fear, however, you will have to do without the
fresh meat, and now Mr. Bramwell, if you
will accompany me back to the ship we will not
things in motion, I can smell the breeze
coming."

Before leaving, I instructed Jackson to keep
his eye on the lady in the cuddy, and had my-
self taken the precaution of locking the pantry
door and putting the key in my pocket. When
you come to remember the condition of her
mind, the reason for this will be obvious. Then
we descended to the boat alongside, and set off
for the ship. On arrival there, our first duty
was to make the necessary entry in the log.

The fatal bodies were wrapped up and placed in
the safe with the camera.
"So much for that," said the skipper. "And
now for your crew."

Acting under the skipper's instructions, the
chief mate had already selected five men from
the ship's company, and had discovered five
more in the stowage, who had no objection to
making a little money on the way home. To
this number I added Jackson, the man with
whom I had so often conversed, and who had
told me repeatedly that nothing would induce
him to take up a sailor's life again. Then came
the question of the cook and steward. There
was the lady on board to be considered. I
pointed out my difficulty to the skipper, who
had found an immediate solution for it.

Had I been willing to spare the time, I could
probably have spent an hour answering the
questions which the passengers were so anxious
to put to me, but after all that had happened
that day I was in by no means the humor to
gratify their curiosity. Besides, the captain
was growing impatient, and wanted to get
my men aboard, and have things put ship-
shape as quickly as possible.

I had scarcely finished my packing and seen
the under steward carry my belongings out to
the main deck, where Jackson had already been
placed, when the chief mate came to inform me
that he had just discovered the couple I wanted.
The man had been cooking on a station in New
South Wales, while his wife had officiated as
housekeeper. Provided terms could be arranged,
they were both willing to join the vessel
in the capacities required. The matter of
remuneration was quickly settled, whereupon
they went off to get together their belongings.

They were not long in doing this, and in some-
thing under half an hour, we were ready to bid
farewell to the ship which had brought us so
many thousand miles.

Prior to leaving it was arranged that I should
take the brig to Plymouth, and wire to the
owners of the "Hulket" from there. Matters
could then be discussed, and the proper autho-
rities communicated with.

I bade the passengers and officers good-bye,
and they marshalled my company into the boats
alongside. Amid hearty cheers we pushed off,
and headed for the craft which I was about to
command. How different she appeared with a
number of people moving about her deck! I
must leave you to imagine. The scene was in-
deed an animated one, and did me good
after all the horrors of the day. Having given
all hands a glass of grog with which to drink
success to the homeward voyage, I despatched
the "Hulket's" boats, with the exception of the
one lent me by the captain (it must be remem-
bered we were without boats at all). Then with
Jackson's assistance I began to knock things
into shape. There was plenty of work for all
hands, from myself down to Mrs. Flanagan, the

stewardess, a motherly old p. rty, who possessed
a tongue that, as Jackson declared, "Wou d talk
the hind leg off a donkey."

One of my first acts on coming aboard was to
look into the cuddy in order to discover whether
my unhappy charge was safe. I found her sit-
ting just as I had left her, still looking straight
before her, as if she were staring into vacancy.
I had already explained to Mrs. Flanagan the
nature of her case, though I had been careful to
say nothing of the murder which had been com-
mitted on board. The old woman promised to
do what she could for her, and I felt so far as
she was concerned all would be well. It was a
happy thought of the captain's that brought her
aboard.

Having seen that all was right below, I re-
turned to the deck to find a cheerful coil of
smoke arising from the galley. The decks had
been cleared of all we had brought from the
ship, save the caddy luggage, and this they
were in the act of carrying in. For my own
use I had chosen the berth in which I had found
the nautical instruments, giving Jackson its
companion on the opposite side. The cook and
the stewardess were allotted that nearest the
pantry, while its equivalent was given to Hic-
kison, whom I had appointed bosun, to be shared
with another respectable young fellow, a steer-
age passenger, who, should occasion arise, would
act as carpenter. They were to berth aft and
to take their meals forward.

So far the captain's prophesy of a breeze did
not seem likely to be realized. The sea was
still like glass and the boat almost overpow-
ring. It was past mid-day by this time, for I sent
word forward to the cook to let the men have
their dinner as soon as possible. As for our-
selves, after some cold tinned meat and a bottle
of beer apiece met the case exactly. Mrs. Flana-
gan had already taken charge of the girl, whom
I had decided to name Alexandra, partly on ac-
count of her queenly beauty, and partly by re-
ason of the initial I had found upon her
posnet handkerchief. She had prepared a bed for
her, and with true womanly instinct, had made
and taken her a cup of tea and some bread and
butter which we had brought with us from the
ship.

"Poor soul," she said to me, when I ques-
tioned her, "she don't seem to have any will of
her own. Does just as she is told, like a little
child. I says to her, 'Come, drink up yer tea,
Missy,' and she drinks a drop or two, and then
seems to forget what she's a-doing of."

"She has been through some terrible experi-
ences in the last few days," I replied. "How
any man could have the inhumanity to abandon
the ship, leaving her locked up in that cabin to
starve, is more than I can imagine. But they
shall be brought to justice for it."

"And so they should—the murderers' deeds!
I'd like to have the mauling of them." With
that she plumped a bottle of pickles on the table
with a bang as if to show the intensity of her
feeling in the matter.

Our meal finished, we went on deck, when the
crew were called aft and divided into watches.
I had set the chronometer by those of the
"Hulket," and it came as a welcome sound to
hear the ship's bell strike two.

Being anxious to make sure that we did not
stand in need of anything of importance, I went
round to inspect the ship for myself. Much to
my satisfaction this proved to be so. The boat,
which would be our sole means of leaving the
ship should any ill befall her, was hoisted aboard
and made secure. Then feeling thoroughly
tired out, for it must be remembered I had been
awake since one o'clock that morning, and had
done a considerable amount of work, I went
down to my cabin, and finding that Mrs.
Flanagan had made up my bunk, turned in, all
slewing, for half an hour's snooze.

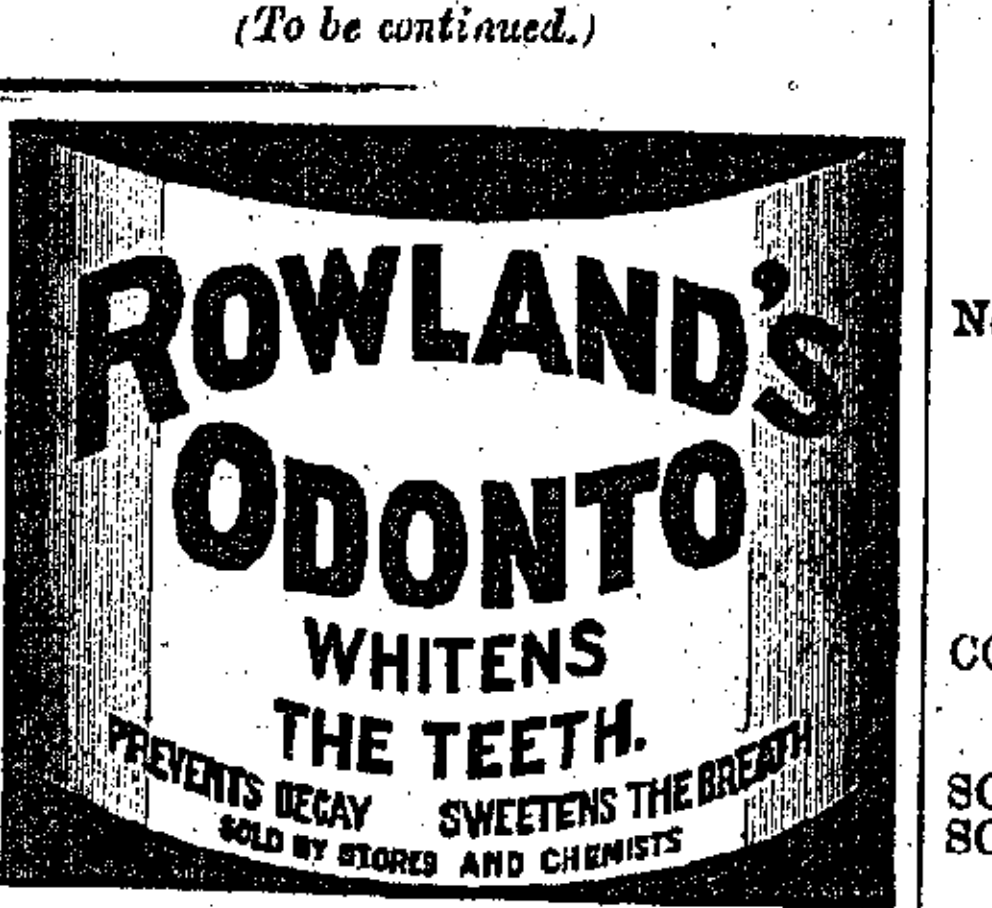
I was awakened by loud rapping at my door,
and springing out to open it, found Jackson
awaiting me.

"We have got the breeze at last, sir," he said.
"It's coming up hand over fist."

"That's good news indeed!" I answered.
"Make sail, and I'll be with you in a few mi-
nutes."

Ten minutes later we were bowling along,
and I had started on the strangest voyage I had
ever undertaken.

(To be continued.)



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BEWARE OF JAPANESE IMITATIONS.

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Hongkong, 31st July, 1903. [449]

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NAVY BOILED
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QUEEN'S ROAD CENTRAL, opposite to the
Connaght House Hotel.
Hongkong, 5th January, 1904. [198]

BEKANNTMACHUNG.
Die emlichen Vorseffentlichungen der
Konsulate Pakhoi und Hoibow erfolgen
wuechend des Jahres 1904 durch den "Ostasia-
tischen Lloyd" und "Hongkong Daily Press."
Pakhoi, 17th December, 1903.
DIE KAISERLICHE KONSUL A. L.
H. von VAREMIN.

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CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
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Manager.

Amoy, 3rd December, 1903. [76]

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Hongkong, 4th March, 1903. [240]

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Hongkong, 4th October, 1903. [233]

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Hongkong, 3rd October, 1900. [54]

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FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"PAK LING"	On 12th February.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 27th February.
GLASGOW AND LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW AND LIVERPOOL	"RHIPHEUS"	On 4th March.
GLASGOW AND LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 12th March.

HOMEWARDS.

FOR	STEAMERS	DATE
LONDON AND ANTWERP	"NESTOR"	On 6th February.
LONDON AND ANTWERP	"KINTUCK"	On 16th February.
LONDON AND ANTWERP	"KEEMUN"	On 22nd February.
LONDON AND ANTWERP	"MOYUNE"	On 1st March.
LONDON AND ANTWERP	"GLAUCUS"	On 15th March.
LONDON AND ANTWERP	"AJAX"	On 20th March.
LONDON AND ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"AGAMEMNON"	On 24th February.

The s.s. "NESTOR" left Shanghai on the 4th inst. due here to-day, p.m.
The s.s. "TYDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.
The s.s. "PELEUS" left Victoria B.C. on the 30th ult. for this port via Japan.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th February, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
NINGPO AND SHANGHAI	"KWANGSE"	On 8th February.
YOKOHAMA AND KOBE	"WUCHANG"	On 9th February.
MANILA AND CEBU	"CHANGSHA"	On 9th February.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"KANSU"	On 10th February.
	"TSINAN"	On 12th February.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).

BUTTERFIELD & SWIRE,
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Hongkong, 5th February, 1904.

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PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND	PORTLAND, OREGON
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR	OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE	STEAMSHIP
"INDRAPURA"	4,899 Tons. Captain A. E. Hollingsworth. To sail on 13, 1904
"INDRASAMHA"	5,197 Tons. W. E. Craven. To sail on 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
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Hongkong, 12th January, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMSHIP	Tons	Captain	To sail on
"MALTA"	4,899	A. E. Hollingsworth	February 13, 1904
"INDRASAMHA"	5,197	W. E. Craven	March 15, 1904

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United States Ports. For through rates of Freight and further information, communicate
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Hongkong, 2nd February, 1904.

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THE Steamship	"EMPIRE"

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This well-known Steamer is specially fitted
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THE Company's Steamship

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Captain Damjanovich, will be despatched as
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Hongkong, 26th January, 1904.

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Hongkong, 25th July, 1903.

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Captain J. W. Ekstrand, will be despatched as
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Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st February, 1904.

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urinary system, such as gonorrhoea,
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SHIPPING IN 1903

Mr. John White says in his Annual Shipping Review, dated London, 1st January, 1904:—

The past year cannot be reviewed with satisfaction either by shipowners or shipbuilders. Freight has almost throughout the year been at an unremunerative level, and orders for new cargo steamers have been very limited, and at prices which, at current cost of labour, cannot leave room for profit. In certain directions trade of former years has been absent in the past year, but the great cause of the depression has been over-supply of tonnage. The regular lines have increased the sizes of their steamers, not only for passenger service but as cargo-carriers, and accept rates of freight in competition with the tramp steamer, and in case of need to more than one port of loading and discharge. The tramp steamers have been increased in size, so that when any demand arises a few of them can quickly supply the requirements and preclude any possibility of rates advancing by shortage of tonnage. These large steamers were mostly built with a view of being employed in the Atlantic or direct out and home Indian voyages, but during the past year they have been seen in the Black Sea and Indian coasting trade, where the effect of a few 10,000 or 12,000 ton steamers is soon felt.

The production of our yards in the past 12 months has been about 1,200,000 tons of steamers, and there have been removed from the register of the United Kingdom in the same period about 45,000 tons of steamers, which include sales to foreign owners, and demolition of about 300,000 tons less than the previous year, and 471,500 tons less than in 1891, and the removals during the past year about 4,000 tons more than the previous year. Although the production of each year since 1897 has been greater than last year, the removals in those years have been much larger, principally on account of the large sales to foreign owners, especially 1898-1900, when they were more than double the sales of last year. Sailing tonnage continues to decline; there have been added to the register of the United Kingdom during the past year about 3,350 tons of sailing, and removed about 110,000 tons. Of the production last year, one firm alone, Messrs. Harland and Wolff, of Belfast, have contributed 110,433 tons, which is represented in only eight steamers, one of which, the White Star liner *Baltic*, is 23,763 tons. Their total engine production in the same time has been 100,400 I.H.P. Considering this large output, and that other builders and engineers are increasing their producing capacity, it is not surprising that it is difficult to keep all the establishments fully employed. There were under construction, according to the returns of Lloyd's Register of Shipping, at the end of September last, steamers representing 838,335 tons, which was a substantial decrease in the tonnage building at the same date in the previous year, which was 1,393,465 tons. There were also building at the end of September last warships of 327,570 tons displacement.

The agreement between our Government and the Cunard Company, which provides for the Cunard Company remaining strictly British, and provides for a subsidy of £150,000 per annum, and the advancing by the Government to the Company up to £2,500,000 at 2½ per cent. interest, for the construction of two fast steamers, has been published. The building of the steamers awaits the result of an inquiry by a commission of experts appointed by the Cunard Company, whether the steamers shall be constructed with engines of the turbine type, which have rapidly advanced in favour, especially for high speed. The agreement between our Government and the International Mercantile Marine Company (Atlantic Combine) has also been published, which appears to convey the advantages of the agreements which were existing between the Government and certain British companies that were absorbed by a gradually foreign company, and, therefore, it is difficult to understand why the advantages are continued.

Important amalgamations have taken place in the combination of the shipbuilding firm of Messrs. C. S. Swan and Hunter, of Wallsend, on Tyne, with Messrs. Wigham Richardson and Co. and the Tyne and Wear Dry Dock Company, of Wallsend. Also the combination of Messrs. Laird Brothers, of Birkenhead, and Messrs. Charles Cammell and Co., of Sheffield, which will no doubt complete their capabilities for undertaking Government work in which both firms have been largely engaged. A large amount of Government work in new vessels and heavy overhauling of existing war vessels has been entrusted to private yards during the year. Last year, construction was created in some quarters by the forming of a combination, under American auspices, of most of the lines engaged in the Atlantic trade, under the name of the Atlantic Combine. The anticipations of this scheme do not appear to have been realised, and it is announced that the Continental lines that joined in the combination have withdrawn. It is to be feared that the operations of the International Company, that was formed with American capital to tempt the English companies into the combine, will prove that the prices paid to these companies were totally unwarranted, and will only create a disgust against shipping by those who were induced to invest, without any benefit to anyone except the companies absorbed, who were doing well enough in working on a legitimate basis. This spirit of combination under large capital was repeated in America by the combination of numerous shipbuilding and engineering works in America, which has especially come to grief with the same sure of over-capitalisation.

It has been reported that the Atlantic Combine contemplated, in future new vessels, a reduction of the tonnage that have lately been produced, which suggests some difficulty has been experienced in handling such vessels expeditiously or getting full cargoes, probably both reasons.

Strikes have been prevalent everywhere. There was a strike of miners, which commenced before the close of last year, and after 22 weeks idleness, the men agreed to the masters' terms. A strike of engineers on the Clyde in the spring. Labour strikes in Holland, Victoria, Valparaiso, Marseilles, Barcelona, Cape Town, Odessa, and Genoa.

An important transaction of the year has been the sale by Messrs. Elder, Dempster and Co., of their Canadian Line of steamers to the Canadian Pacific Railway Company, of 14 steamers, representing a gross tonnage of 95,123 tons.

The special feature in connection with shipbuilding during the year has been the development of the turbine machinery. It appears to have enlisted favourable expert opinion in the vessels into which it has been fitted, which so far have been light draught vessels. Orders have been given for some large steamers with this machinery for Atlantic and Colonial trades, the results of which vessels will be watched with great interest. Whether it offers any advantage for a cargo boat has yet to be proved.

Material for shipbuilding has varied from £6 to £5 7s. 6d. for steel plates; the latter price being now current. Wages have been slightly reduced of engineers, joiners and shipbuilders' men, but not to anything near the advances that were given by the masters during good times, and it is to be feared, unless the most

meet the masters in reductions they will soon find themselves unemployed.

Prices of new steamers are about 7½ per cent. lower than at the commencement of the year; of modern second-hand boats fully 10 per cent., and older tonnage 2½ per cent. lower. Working expenses of steamers have been reduced by the decreased price of coal and somewhat cheaper insurance, but wages both of crews and shore labour and other expenses are higher. Coal is cheaper than at the commencement of the year, when the demand from America was active, but this demand entirely ceased some months since, and our American friends again contemplate competing against our coal in Continental and Mediterranean markets, not in our own markets where we admit their coal free but tax our own production exported abroad.

A considerable amount of tonnage, especially steamers formerly employed in the regular lines and Government war vessels, have been sold for breaking up.

Freights.—Outward and homeward throughout the year, with the exception of a short period from the River Plate and the autumn shipments from the Danube and Black Sea, have been low and scarcely sufficient to cover expenses. Outward rates in all directions, except the demand for conveyance of coal to the Far East during October, have been at the mercy of shippers who have depressed rates so far as they could secure, and in many cases it would have paid steamers better to go out in ballast than accept the rates and terms of charter they have. Out to the East, rates are at present a little higher than at the commencement of the year. To the Mediterranean they close at about the same level. To the Brazil and River Plate they are only now a little better than the lowest of the year. Examples of the low rates accepted during the year are: Wales to Aden, 8s. 6d.; Colombo, 9s.; Singapore, 9s.; Rio Janeiro, 8s. 3d.; Plata, 6s. 9d.; Malta, 3s. 6d.; Port Said, 4s. 6d.; Constantinople, 4s.; Genoa, 4s. 3d.; La Palmas, 5s. 6d.

Homeward freights have not perhaps touched the demoralised level of outward rates, but the poor income outward might have been expected to lessen the supply of tonnage homeward and have improved these rates, but everywhere the supply has been in excess of the demand. From the Far East, homeward business has been at low rates, and the coasting trade in China and Japan most unprofitable, causing many steamers to be laid up there. The uncertain political situation in the East has no doubt greatly contributed to the restriction of trade, but in many cases has doubtless been the small crops of rice in Siam, and again, the over-supply of tonnage, especially Norwegian and German, for the coasting trade.

From Java to U.K. or U.S. rates have varied from 21s. to 25s., sugar, with an exceptional figure in March at 27s. 6d. From Calcutta 17s. 6d. to 21s. 3d., jute. From Burma rice ports 20s. to 24s., closing at nearly the lowest. From Bombay 12s. 3d. to 15s. 6d., cotton (the highest rate was paid in February), this market closes at about 13s. From Kurrachee 13s. 3d. to 16s. The River Plate homeward has been the mainstay for tramp steamers throughout the year. Rates from the Plate have been fairly well maintained at 17s. to 20s. 6d., except in July/August when they ranged from 18s. 6d. to 25s. 9d. They were at the highest and lowest of April to early June. Live stock from the Plate were obtainable for a short time only, February/March, for which 100s. to 82s. 6d. were paid for cattle and 10s. to 7s. 6d. for sheep. On account of some former development of disease the prohibition was again enforced, but was withdrawn in September. From the West Coast of America freights have been too low for steamers to entertain, and, indeed, for sailing ships the rates have been ruinous. From the United States of America and the Gulf States throughout the year have been unprofitable, and these trades, which in past years provided such a large field of employment for steamers have practically not offered any outlet for tonnage, thus forcing the steamers into other markets, which has caused those markets to collapse by over-supply. In consequence, the exceptionally large steamers built for the Atlantic trade have been put into the Black Sea and Indian coasting trades, for which they were never intended, and when steamers of 10,000 to 12,000 tons each come into such trades their influence is soon felt in the rates. These large steamers have greatly contributed to bringing down freights, and it is doubtful whether they have ever justified their production in the result of their working for their owners or the needs of trade.

From the American and other ports the rates have been very low, except for a few modern sized boats fitted in September/October at 30s. to 35s. From the Gulf pitch pine ports freights have varied from 7s. to 8s. 6d., very inadequate rates for a very hard trade.

From the Danube, Azoff, and Black Sea, freights have been low, except in the height of the season, when on charter 13s. 3d. Danube, 12s. 3d. Azoff, 10s. 9d. Odessa, were paid, which are only poor rates, especially with increased expenses and considerable detention, notably at Odessa.

From the Mediterranean or ports, the rates throughout the year have been inadequate, considering the net freight after the numerous deductions that are made in these charters. The best rates paid were in August/September, when the demand from the grain ports was active. From the Baltic the rates for grain and wood throughout the season were unprofitable. A steamer has been built for the Baltic ore trade to carry 10,300 tons, another instance of levianth carriers.

From Bilbao, rates have kept at a low level, and are so maintained by the supply of Spanish steamers, whose owners accept such to keep the boats running and afraid to venture into longer voyages.

Unfortunately, the retrospect of the past year is a gloomy one, but it is to be hoped it will serve to teach lessons from which the shipping industry will benefit in the future, and prevent the recurrence of the causes, which is undoubtedly over-production, although the depression has been accentuated by other causes, such as the decreased grain trade from America. It has been frequently pointed out in past years that production was exceeding the demand, but the warning has been unheeded, and the past year has shown the consequence. It is not much consolation to the present sufferer to know that in the past others have had the same experience, but it is some satisfaction to feel there has been recovery in the past, and it will come again if production is kept down, and each owner who refrains from adding new tonnage for seeking market to the present over-supply, will assist in bringing this recovery about. It will appear a bold statement to make, but it is a fact that in the past the shipping trade has experienced worse times than the past year. In the years 1879, 1886, and 1894, bare poles in the shipbuilding yards were more the rule than the exception. In 1883 grain was carried from America freight free for ballast. In 1891 the coal freight Wales to Bombay was 6s. 8d.; Calcutta 7s. 6d. In 1892, Calcutta home was 12s. 6d. insured; 6s. 6d. deadweight. From Bombay 12s. 3d. cotton. From Odessa 8s. grain. From Creta 91s. per quarter wheat. From Bilbao to Cardiff 9d. ore. In 1893 Salina ore Odessa to U.K. 7s. 6d. grain. Calcutta home 17s. 6d. jute. Northern U.S. ports to U.K. 2s. grain.

There is no ground to justify any anticipation of an immediate improvement in freights, but shipowners have the remedy in their own hands, and if there was a little cohesion amongst them in fixing rates, the same as adopted in other branches of commerce, and they will refrain from adding to the tonnage, a speedy improvement would, doubtless, soon be produced.

THE GERMAN NAVY IN 1903.

At the close of last year a statement was published in Berlin in which the systematic increase in the numerical and material strength of the German navy during 1903 is reviewed. Ten new vessels have been launched during the course of the last 12 months, including three battleships, one large cruiser, three small cruisers, one gunboat, and two river gunboats. The construction of these vessels has been accomplished in the three Imperial naval yards at Danzig, Kiel, and Wilhelmshaven, and in the shipbuilding yards of seven private firms. The orders for the Imperial navy which have been placed with these private firms have given a welcome impulse to the shipbuilding industry since the large steamship lines have recently shown little inclination to make additions to their fleets. During 1903 the Imperial navy authorities have taken over from the contractors one battleship, one large cruiser, four small cruisers, one gunboat, and one river gunboat. Of these, one small cruiser, the one gunboat, and the one river gunboat are among the vessels already enumerated as having been launched earlier in the year. The construction of five new vessels, the first in the history of the navy, which had been passed in the naval estimates, was begun. There are at present on the stocks seven battleships, three large cruisers, four small cruisers, and one river gunboat. The naval programme attaches predominant importance to the construction of battleships, since they are regarded as constituting the most effective instrument of sea-power. German writers on naval matters find it a subject for self-congratulation that Germany "is not following the example of France in pinning her faith to cruisers and submarine boats." The increase in the numerical strength of the navy has produced a corresponding increase in the number of men, and this has involved several important changes in organisation. Among these changes may be reckoned the creation of a class of gunners who contract for long service in the light artillery of the active fleet, and the conversion of the first squadron into an active service fleet. This fleet will consist of a double squadron of battleships, with a strong scouting detachment of large and small cruisers, instead of a single squadron of eight ships of the line. The second squadron, which at present consists of only four armoured coast-defence vessels, will soon be brought up to strength by the gradual addition of the battleships which are now in course of construction. The longest armoured vessel undertaken by the active service fleet extended to the coasts of Spain and Portugal. The fleet which took part in the autumn training manoeuvres from the middle of August until the middle of September consisted of ten battleships, four armoured coast defence vessels, two cruisers, 22 torpedo-boats, and nine other vessels. Particular attention has been paid to the development of a system of wireless telegraphy. Abroad the East Asiatic station remains the most important, and is occupied by a cruiser squadron, gunboats both for ocean and for river service, and torpedo-boats. Kiaochow forms the naval base, although for the present the vessels have still to be docked and repaired in Chinese or Japanese ports. The necessity, however, will cease when the Kiaochow harbour works have been completed. The squadron has been busily engaged in cruising in Asiatic waters, and the smaller vessels have penetrated far inland up the rivers and canals. The cruiser division on the East American station has had repeated occasion to intervene on behalf of German subjects and for the protection of German property. The "highly successful blockade of the Venezuelan ports" last spring and the recent revolt in the Dominican Republic are cited as proofs of the necessity for permanently maintaining a strong squadron in the West Indies. As the remaining stations, in East and West Africa, in Australia, and in Constantinople, no important events took place. The total number of German ships of war stationed abroad is 25, of which 16 are in East Asia and four in the West Indies.

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